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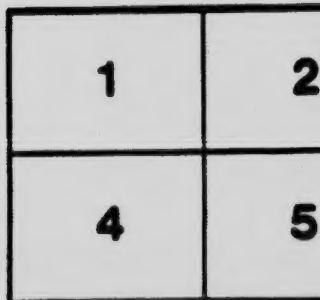
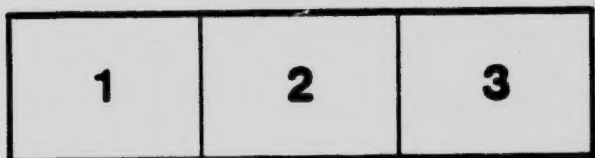
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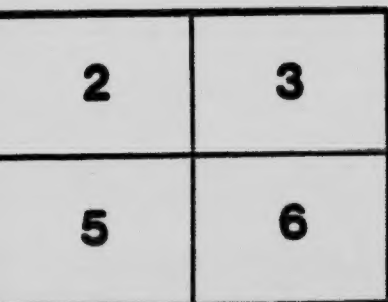
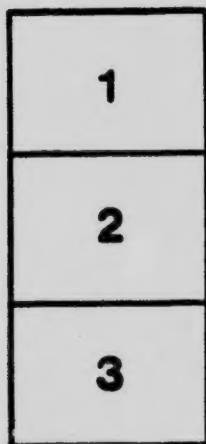
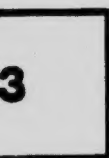
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Fort William



APTLY called the Golden Gateway of the West, located on the Kaministikwia River, a few miles from its mouth, it is the terminal for the Canadian Pacific Line of fine steel steamers that ply between here and Owen Sound—one of the most pleasant trips imaginable.

It is a terminal point on the main line of the Canadian Pacific Railway. It will be the Lake Terminal of the Grand Trunk Pacific, and is also on the line of the Canadian Northern Railway.

Fort William is Canada's National Harbor on Lake Superior.

The Kaministikwia is navigable for some miles by the largest vessels now afloat on the Great Lakes, and with the McKellar and Mission branches, affords 26 miles of river frontage.

It was selected in 1878 by the Dominion Government as the best lake terminal for the Transconti-



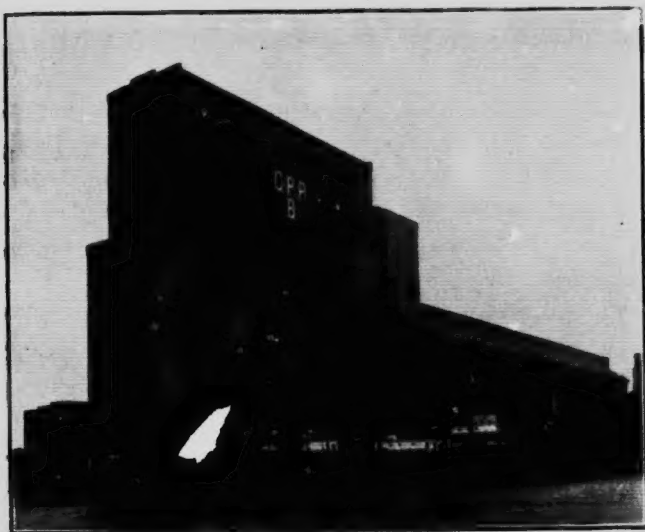
Port of Fort William

mental Railway, now the Canadian Pacific, and again in 1905 by the Grand Trunk Pacific as its lake terminal.

The river, with its broad, deep stream, affords extraordinary advantages for lake traffic.

At Fort William change is made from Eastern to Central time. Passengers should see that their watches are set accordingly.

From the beauty of situation, accessibility and the opportunities for sport in the neighborhood, Fort William has become a favorite resort for tourists. A long promontory of basaltic rock on the opposite



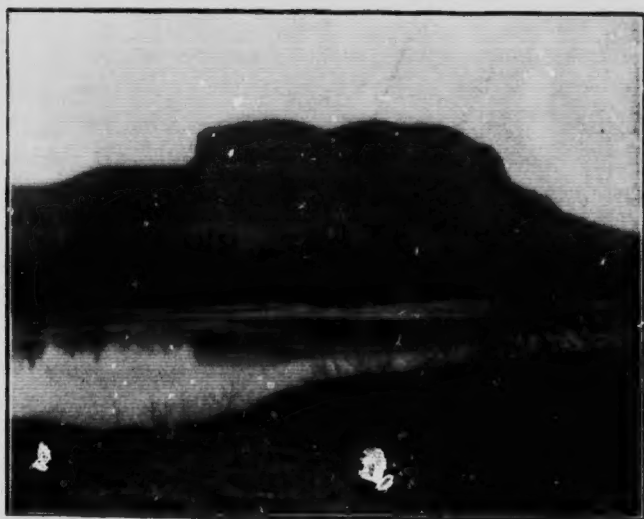
C.P.R. Elevator B.

side of the bay, called the "Sleeping Giant," whose Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, though now the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale (now becoming a popular summer resort) may be seen in the distance.

Fort William was formerly a very important Hudson's Bay Company's post, and was the great

rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks ; and some of the largest grain elevators in the world overshadow all.

There are railway workshops and the usual buildings and sidings incident to a divisional point. The Kaministiquia Hotel is a favorite resort for travellers at all seasons. The Kakabeka Falls, where the Kaministiquia leaps from a height rivaling that of Niagara, are but 16 miles from Fort William, and are reached by railway. Below the



Mount McKay

falls, through a narrow gorge, the waters race for half-a-mile to the quieter stretches below. Here not only are a series of views for the tourist, but a power in the future for Fort William.

The available water power is an element in Fort William's future greatness. There will be ready for delivery at once 30,000 horse power from Kakabeka Falls. For upwards of a mile above the falls the river rushes down over a series of rocky declines, forming the Ecarte Rapids. From above the rapids an immense circular flume has been laid at an elevation which adds 40 feet, which with the Falls, 120 feet and the lower rapids below where the turbines are placed, another 20 feet, giving in all a total head

of 180 feet—being but little short of Niagara. The aqueduct is of concrete, strengthened by hoops of steel and bars running across, forming a net work of six inch steel mesh—the flume or aqueduct is 10 feet in diameter, inside measurement.

The reservoir into which it discharges is a solid structure of concrete and steel from which the turbines are fed, the machinery being installed is capable of developing 28,000 horse power, and there is ample reserve for as much more, and probably greater.

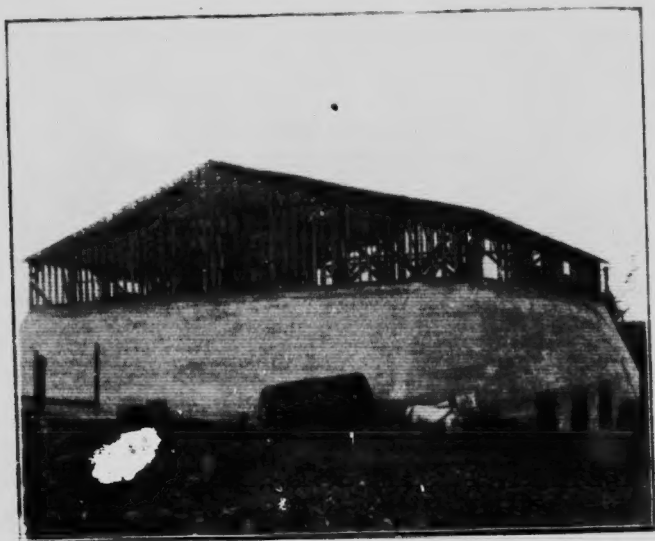
The amount of water diverted from the falls will have but little appreciable effect, and will not mar their beauty.

The effect of this development on Fort William will stamp the city as a centre for industries, seeking the rapidly increasing markets of the West.

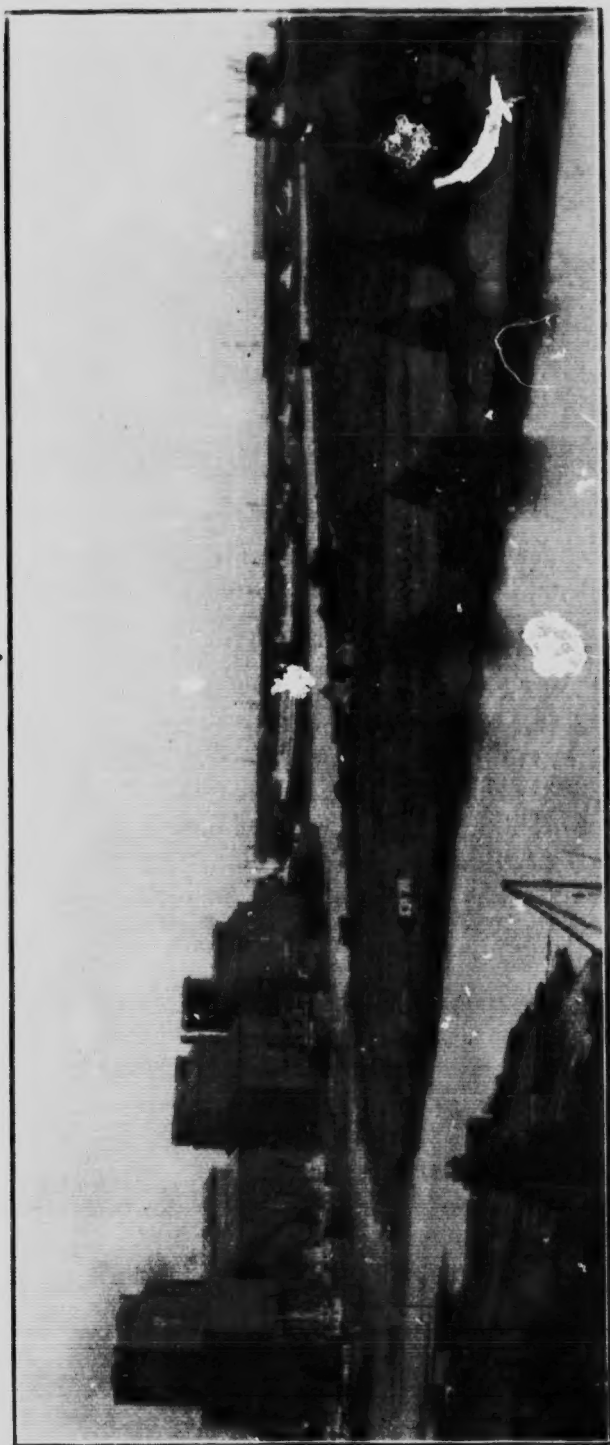
Raw materials can be delivered cheaply, while the railway haul is short as compared to the East.

There is little doubt that the immense water power, the splendid stretch of navigable water, at all times available, combined with the geographical situation of the city will tend to make it a central point.

The great future of the city seems to be absolutely assured. A new system of water works is being installed, the water being remarkably pure, and is



Forebay of Kaministiquia Power House



Part of Fort William Harbor



C.P.R. Elevator D

drawn from a considerable height, 350 ft. above Fort William, thus giving as well a splendid fire protection system. The class of buildings is exceptionally good. Many of the stores are of a class not generally met with, and the hotel accommodation is good.

Within a short distance are some of the world's famous trout streams—on the north shore of Lake Superior—the best known being the Nipigon, the trout fishing in this and its tributary streams being pronounced the best in the world. The fish caught here are noted for their size, six-pounders being not uncommon.

One hears many stories of large catches; and many remarkable ones have been verified. It is a great pleasure to the sportsman to find that, for once at least, he has found what he has searched for.

The surrounding scenery is grand and of a character rarely equalled. Silver Islet has become a camping ground, many families spending the summer months here. Many other desirable points might be mentioned.

The fact that this is the divisional point on the Canadian Pacific Railway, and that stop-over is allowed, will naturally make this the point from which campers, cottagers and tourists will draw for supplies.

Nearby also are haunts of the big game, the combined attractions bringing thousands of tourists,

including many well-known American and European sportsmen. As the resorts south of this fill up, the surrounding section must become more and more popular every year. The pleasure seeker realizes that in this district he finds just what he wants—a family resort, or rather choice of them, and also good fishing and shooting for himself.

Fort William is the natural source of supply for all who contemplate summering on Thunder Bay, one of Canada's great coming resorts. Of large area, diversified scenery, dotted with picturesque islands and easy of access it cannot fail.

The elevator capacity of the city is enormous and ranks well up to 12,000,000 bushels. There are five large C. P. R. elevators, the Empire and the Ogilvie, and another private Elevator now in course of construction, right on the Kaministiquia. Of the total shipments from Manitoba and the North-West, which was 33,000,000 bushels, Fort William handled 29,000,000, the bulk of which went to Great Britain and Europe. One can hardly realize the extent of this until he sees the elevators, the steamships and the enormous trackage of the railroads.

There is available here in the neighborhood of 100,000 horse-power of water drawn from the immediate vicinity, much of which is now being developed, which affords the present as well as the coming manufacturer a magnificent field of operation.



Central School

Few places combine the advantages of Fort William, which well deserve the closest investigation. There was handled during the season of navigation in 1905 merchandise to the amount of 1,240,505 tons.

Duties collected during same year were \$412,-340.00, which places Fort William fourteenth on the list of Canadian Ports of Entry.

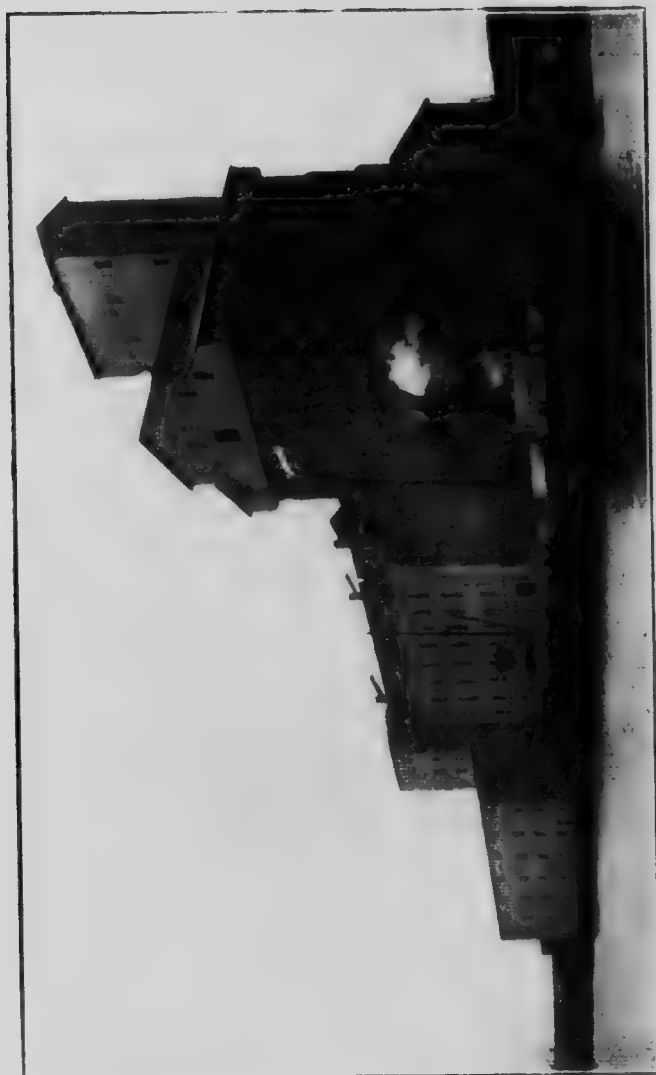
The Canadian Pacific, the Grand Trunk Pacific and the Canadian Northern railways all converge at Fort William, and this, combined with the harbor facilities, cheap electric power, and water transpor-



Kaministiquia Power House

tation for all raw materials, has already attracted large manufacturing concerns to locate in Fort William, the latest of which is the Canada Iron and Foundry Company of Montreal, who are establishing large Iron Foundries, Iron Pipe Works, Car Wheel and Car Factories and Coke Ovens, to be followed by Blast Furnaces, where the power from the Kakabeka Falls will be used for electrical smelting.

The Ogilvie Flour Mills Co., have built the most complete milling plant on the Continent. The buildings and machinery are all of the most perfect pattern, the combination forming a model of efficiency and capacity. The elevator has a capacity of 500,000, and the mill, which is a full roller one,



Ogilvie Flour Mills

can turn out 3,000 barrels of flour per day. The water frontage is a little over 1100 feet, 600 of which is wharfage. The power used is electric, and is drawn from the Kakebeka Falls. Due credit should be given to Mr. F. W. Thompson, Vice President and General Manager of the Company, for the perfection of arrangements.

The Railroad and Steamboat connections are :—
The Canadian Pacific Railway—East and West—Halifax and Eastern points to the Pacific Coast. Connections at Quebec for Liverpool; and at Vancouver for China, Australia, etc. At Fort William with the Canadian Pacific Steamship Line from Owen Sound; The Canadian Northern Ry. from Winnipeg, Brandon, Edmonton, etc.; and making connection at Port Arthur and Fort William with The Northern Navigation Co. from Sarnia and Collingwood, and Grand Trunk Ry. at these points for the east; the White Line of Steamers from Duluth; The Booth Line from Duluth, etc.; the Montreal and Lake Superior Line from Toronto, Montreal, etc., making connection with Ocean Steamers to Liverpool, and in the near future, The Grand Trunk Pacific Railway.

The hotel accommodations are good. In addition to the Kaministiquia already mentioned, the



C.P.R. Steamship



The Empire, Winnipeg

Empire and the Avenue hotels are excellent in every respect.

The Empire Hotel, of Winnipeg, is one of the best to be found north and west of Toronto—modern in every respect—well furnished and equipped with the newest appliances, well managed and noted for its table. This hotel will be found satisfactory to the traveller and the tourist. For further particulars apply to McLaren Bros.

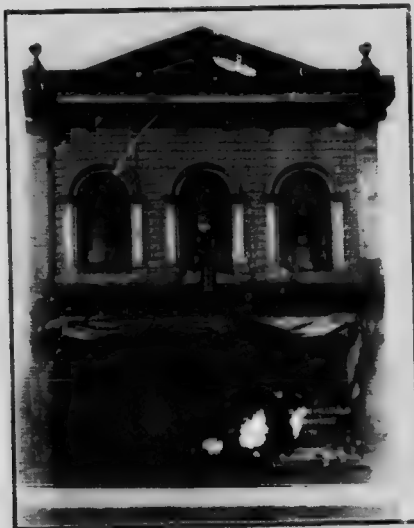
Tourists will be interested in the following notes:

The cuts used in this folder are made from photographs taken by Evans, the proprietor of Evans' Art Studio, one of the show places of Fort William.

Close to the railway station will be found the drug store of M. J. Neville, where souvenirs can be found in large variety, toilet articles, smoker's requisites, stationery, etc.

J. M. & T. Piper are well known Hardware men.

The Banking House of Ray, Street & Co. were the pioneers in this line; their business was established in 1890.



Melville's Store

Macdonald & Keys, cater especially to high-grade, made-to-order clothing.

We show an interior view of G. H. Hyndman's grocery store.



G. H. Hyndman's Store

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